

## ECONOMICS OF PROPOSED TERMINAL MUST BE CAREFULLY EVALUATED

As SSA Marine seeks federal, state, and local permits and authorizations to build its proposed Gateway Pacific Terminal at Cherry Point, there will be a lot of discussion about the potential economic costs and benefits of the development. SSA Marine and its consultants have said that the proposed project would bring new dollars, and new direct and indirect jobs to Whatcom County and elsewhere. Although this appears likely, it also appears likely that the proposed project will have substantial economic impacts and other costs. More analyses need to be conducted as part of the Environmental Impact Statement (EIS) to carefully evaluate all the economic impacts of this proposal.



### Will the proposed Gateway Pacific Terminal create more jobs for Lummi tribal members and/or Whatcom County residents?

If the project is permitted and built, more jobs will be created—particularly during construction. Who will get these jobs is another matter. SSA Marine is a “union shop” so essentially everyone hired must be a member of a union. If you would like an opportunity to work on the project **IF** it is permitted and built (and that is a big “if”), you should ensure that you have the minimum qualifications: training, experience and union membership.

- Direct jobs are those, primarily union jobs, that would be created at the terminal
- Indirect jobs may not be union jobs and would include work in the service industry, such as the Silver Reef Hotel, Casino & Spa, and other hotels and restaurants
- Other indirect jobs likely to increase are those that supply or in other ways support construction work



### If the project will create more jobs, why doesn't everyone support the proposed project?

The proposed project might also result in economic and job losses elsewhere. For example, increases in rail and ship traffic could result in the loss of existing or future jobs.



### Will the proposed project reduce or eliminate existing Lummi tribal member jobs?

There are several potential ways that the proposed project could reduce or eliminate existing Lummi tribal member jobs:

- Increased shipping traffic would lead to an increased risk of accidents, which could result in an oil or fuel spill that would damage or destroy fishing grounds and equipment
- Increased shipping traffic and associated tug boat operations would interfere with tribal member fishing, limit or eliminate fishing opportunities, and lead to more loss of gear
- Lost gear would be extremely difficult to replace during a short crab or sockeye opening
- Increased rail traffic could negatively affect the Silver Reef Hotel, Casino & Spa or future Reservation businesses that rely upon Slater Road access



### Isn't an economy more complicated than just jobs?

Yes, jobs are important, but so are other things that are not typically bought, sold or traded. These “non-market goods and services” include clean air and water, healthy fish and wildlife populations, ceremonial and subsistence fishing, hunting and gathering, canoe journeys, beach access, natural areas and open, undeveloped lands.

### What is happening with the EIS and will economic issues be part of it?

The EIS scoping (the process used to determine which topics must be included in the study) was supposed to begin in July, but has been delayed and likely won't begin until the fall. There will be public notice in the news media when the scoping process begins. For more information about the EIS scoping process, refer to the July 2012 Squol Quol, which can be read on the website listed below. The Lummi Nation will insist that the EIS include a complete and accurate cost benefit analysis that includes consideration of non-market goods and services that are vital to the Lummi Schelangen (“way of life”).

For more information and project updates: Please visit the Lummi Nation Awareness Project site at [www.lnnr.lummi-nsn.gov/LummiWebsite/Website.php?PageID=255](http://www.lnnr.lummi-nsn.gov/LummiWebsite/Website.php?PageID=255)

